California High-Speed Train Project

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Anaheim to Los Angeles Section Alternatives Analysis Phase

Corridor City Focus: Anaheim

CALIFORNIA High-Speed Rail Authority

Introduction

In 1996, the California High-Speed Rail Authority (CHSRA) began planning high-speed train service for travel between major metropolitan areas of California. To develop this project, the CHSRA divided the statewide route into sections, including the corridor from Anaheim to Los Angeles.

The proposed alignment for the Anaheim to Los Angeles section will travel along the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) Passenger Rail Corridor between the future Anaheim Regional Transportation Intermodal Center (ARTIC) and Los Angeles Union Station. An additional station is being considered for either Norwalk/Santa Fe Springs or Fullerton. High-speed trains will reach top speeds of 110 mph along this section, taking passengers from Anaheim to Los Angeles in just over 20 minutes.

Environmental Review

Following the completion of the statewide program-level environmental document, the project-level environmental review process for the Anaheim to Los Angeles section was initiated in January 2007. The purpose of the environmental review process is to identify potential environmental benefits and impacts and develop mitigation measures to address the impacts whenever possible.

The CHSRA is preparing an Alternatives Analysis Report for the Anaheim to Los Angeles section. The report identifies how to best accommodate high-speed trains within the LOSSAN corridor, taking into account what is required to run high-speed trains and minimizing impacts to adjacent communities. The Alternatives Analysis Report focuses on whether the train will be on the ground (at-grade), above ground (aerial) or below ground (tunnel/trench). The Report uses preliminary planning, environmental and engineering information to identify feasible and practical alternatives to carry forward for further environmental review.

Anaheim Alignment

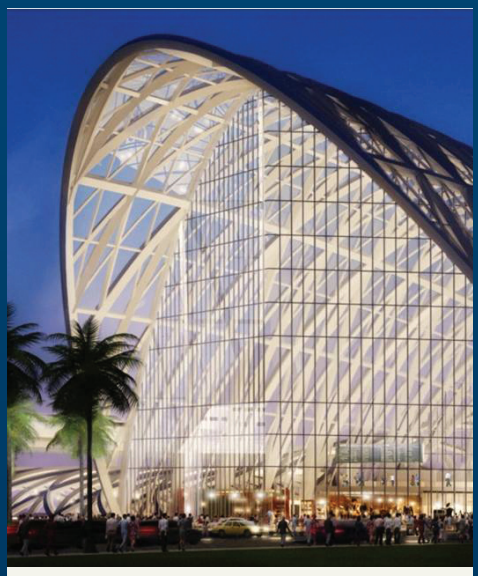
The high-speed train alignment will travel south through the City of Anaheim at-grade (street level) along the LOSSAN Corridor until it reaches North Street. Between North Street and Vermont Avenue the corridor narrows from 100′ to 50′. This section of the corridor holds two existing tracks and with the introduction of high-speed train service, an additional two tracks will be needed. The tracks needed for high-speed train service cannot fit within the existing 50′ right -of-way.

Four options were initially considered for this section of corridor, including a trench and aerial option, both of which are not being recommended for further study due to construction challenges, right-of-way and visual impacts. The two options currently being considered include:

At-Grade

- Approximately 50′-60′ of additional right-of-way is anticipated to be needed for two new tracks, creating possible impacts to properties adjacent to the corridor
- Grade separations will be constructed, bringing overall traffic benefits by eliminating the intersections of tracks and street
- Smaller streets that run perpendicular

Continued on back page

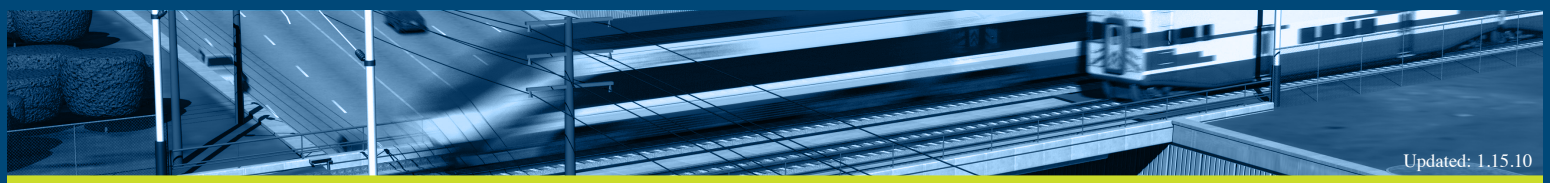


Potential Station Concept at ARTIC

Station Design

The high-speed train system is proposed to serve the future ARTIC, an intermodal center currently in development through a partnership between the City of Anaheim and the Orange County Transportation Authority (OCTA). ARTIC is planned to be located between Katella Avenue, State Route-57, the Santa Ana River, Douglas Road and the LOSSAN Rail Corridor. Plans for the station include four high-speed train tracks and three Metrolink/ Amtrak tracks.

Given the anticipated ridership demand generated by the high-speed rail system, off-site parking is being considered to accommodate short and long-term parking needs. The High-Speed Rail Authority is working with the City to identify potential off-site parking opportunities.



to the tracks (streets under consideration include Sycamore and Santa Ana) may be closed where traffic can use parallel routes that are grade-separated

Tunnel

- The proposed tunnel would run directly underneath the existing right-of-way at approximately 40'-45' deep. The tunnel portals would be located in industrial areas near SR-91 and Ball Road
- A tunnel creates an opportunity to alleviate the right-of-way constraints along the narrow section of the corridor

Additional information about right-of-way needs will be developed as the environmental study moves forward.

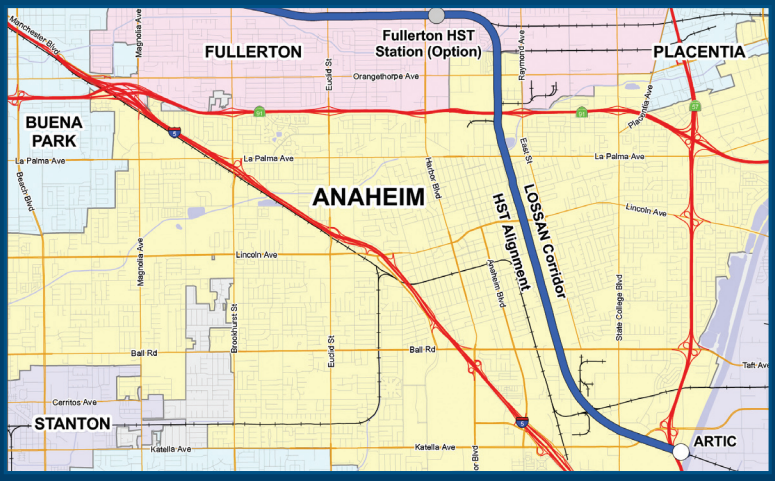
Grade Separations

The high-speed train system requires many existing railroad street crossings to be separated from vehicle traffic, improving the efficiency and safety of the high-speed train system as well as that of local streets. Within the 50' wide area of the corridor, grade separations will be determined based on the option selected. The Anaheim streets that may be grade-separated include:

- Orangethorpe Avenue (both options)
- La Palma Avenue (at-grade option)
- Broadway (at-grade option)
- South Street (at-grade option)
- Vermont Avenue (at-grade option)
- Ball Road (both options)
- Cerritos Avenue (both options)
- State College Boulevard (both options)

For a full copy of the Alternatives Analysis Report, visit www.cahighspeedrail.ca.gov.

High-Speed Train Alignment Through Anaheim



Vehicle Maintenance Facility

The California High-Speed Train project will require four to five train storage and maintenance facilities throughout the state. Ideally, vehicle maintenance facilities are placed within two miles of major HST stations, or at a northern or southern terminus. Since Anaheim is a terminal station, the HSRA is proposing building a facility just north of the future ARTIC station. The proposed Anaheim facility will be enclosed, and will be cleaner and quieter than a traditional outdoor freight train maintenance yard. The facility would include 24 outdoor tracks for train storage and light cleaning, and provide opportunities for high-tech and skilled-worker jobs. The HSRA will determine vehicle maintenance facility locations with consideration to input received from stakeholders.

Next Steps

The technical team is continuing environmental studies outlined by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) to determine potential project impacts and mitigation measures. Simultaneously, the design team is moving forward with preliminary design advancing towards 15%, with 30% design completion expected in 2011. Public feedback combined with technical information will help determine the options recommended for consideration by the California High-Speed Rail Authority Board of Directors.

Get Involved

The project team is available to answer your questions and receive your comments. In addition, please let us know if you are interested in having a speaker at your organization's next meeting.

Visit our Web site at: www.cahighspeedrail.ca.gov
Call us at: (877) 724-5422
E-mail us at: chsra@communityspeakup.com